Syracuse Road

1000 West to 2000 West

UDOT Project No. STP-0108(8)4

Public Information Meeting No. 1

December 11, 2003

www.udot.utah.gov/syracuseroad

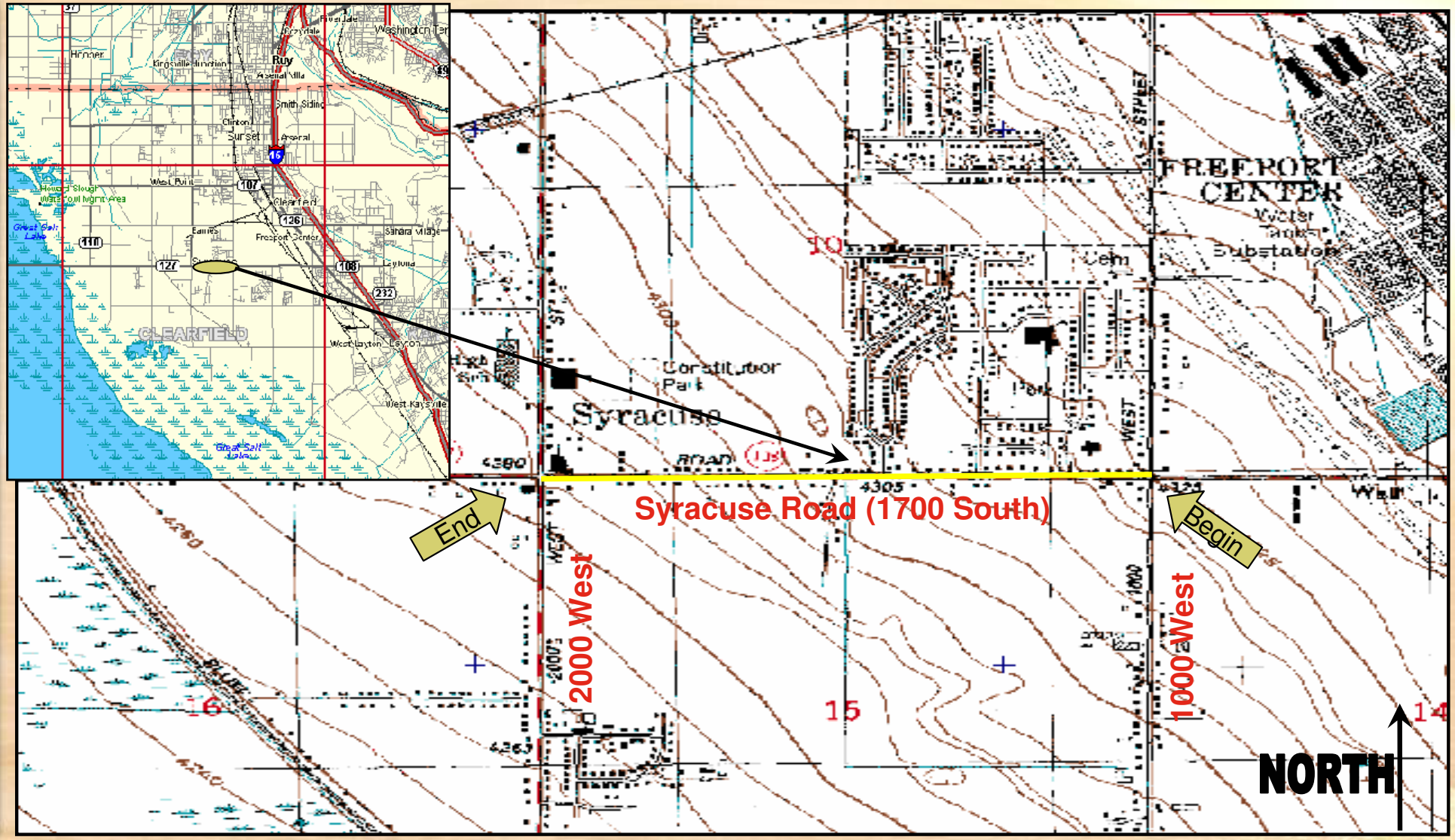
Purpose of This Meeting

- Initiate public involvement
- Inform public of project
  - Project background, goals and objectives, environmental process, key environmental and design issues, and schedule
- Begin to obtain public input
  - Identify relevant issues to be studied in detail
  - Identify non-relevant issues to be eliminated from detailed study
  - Help identify alternatives to be evaluated
  - Help identify any cumulative impacts
  - Identify potential mitigation measures

Project Background

- Syracuse Road (SR-108, 1700 South, or Antelope Drive) is the primary east-west corridor in Syracuse
- Wasatch Front Regional Council (WFRC) Long Range Plan recommends capacity improvements for this segment of Syracuse Road:
  - Classifies roadway as a Minor Arterial
- Syracuse Master Transportation Plan recommends improvements:
  - Recommends that roadway should be upgraded to an Arterial
- Syracuse Road provides a connection of I-15 with Antelope Island in the Great Salt Lake

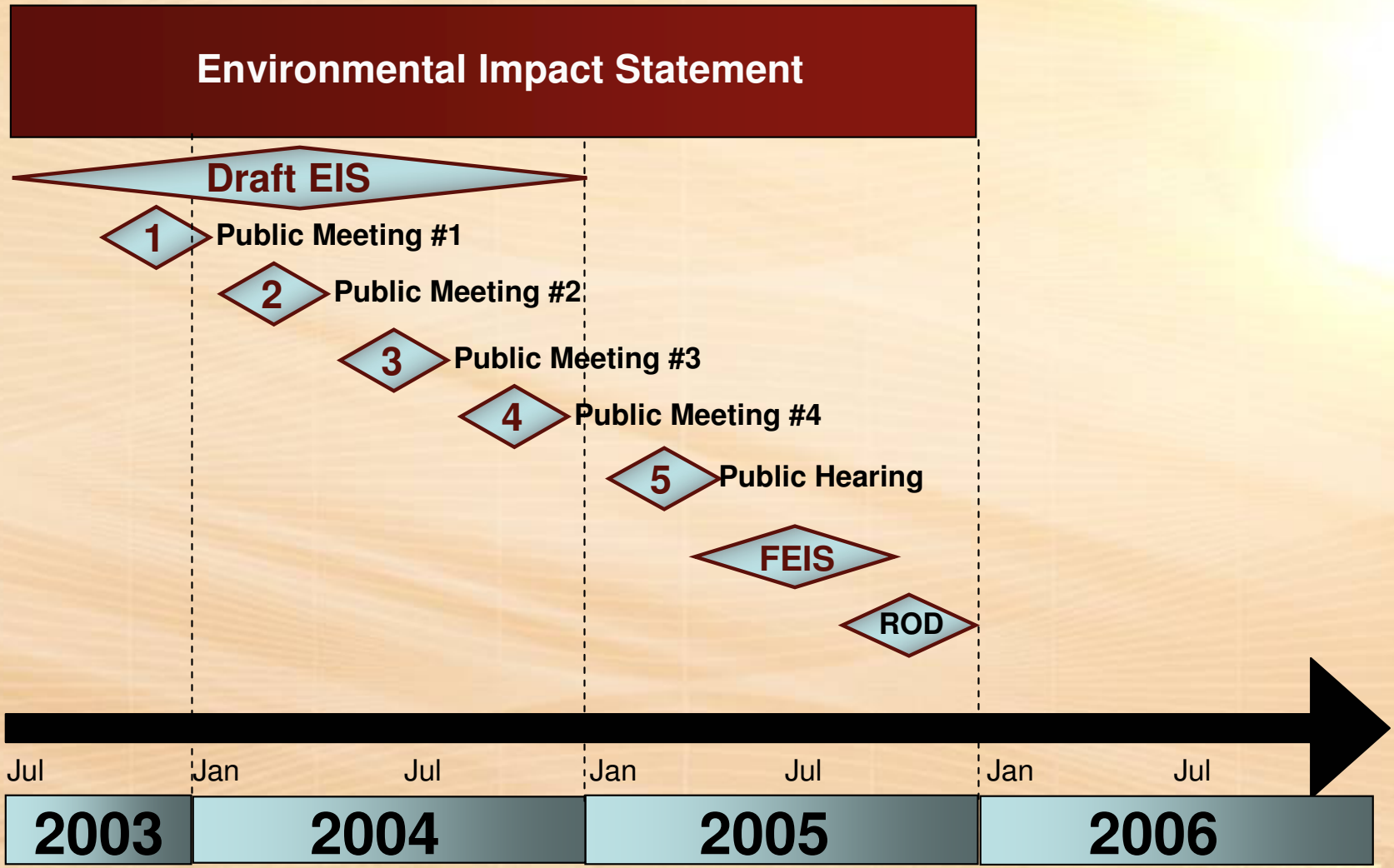
Project Area



Project Status & Schedule

- Status
  - An Environmental Impact Statement (EIS) is currently being prepared
- Schedule
  - EIS – through December 2005 (see detailed schedule on next board)
  - If a build alternative is selected, then:
    - Design and right-of-way acquisition - 2006
    - Construction - 2007 and beyond

Detailed EIS Schedule



Project Goals and Objectives

- Proactive public involvement, providing opportunities for all stakeholders
- Develop an accurate Purpose and Need
- Develop alternatives that meet the Purpose and Need and include Context Sensitive Solutions
- Identify the affected environment
- Identify environmental consequences
- Develop a concise, accurate, and defensible EIS
- Corridor Preservation through purchase of right-of-way (if a build alternative is selected)

Development of Purpose and Need

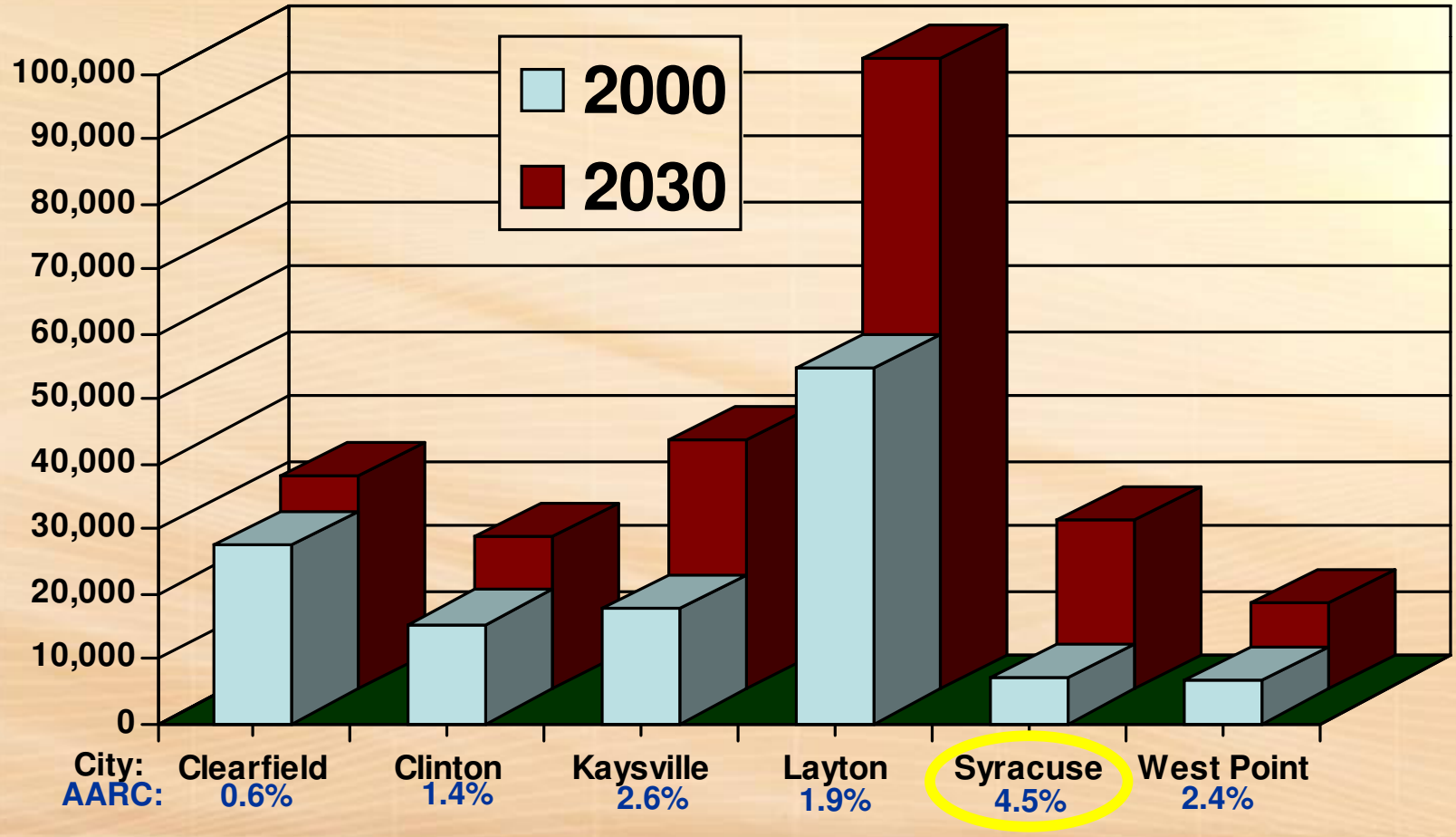
- This section of the EIS must identify and describe the proposed action and the transportation problem(s) or other needs which it is intended to address (40 CFR 1502.13)
- May include components relating to System Linkage, Capacity, Transportation Demand, Social Demands, Economic Development, Modal Interrelationships, Safety, and Roadway deficiencies

40 CFR § 1502.13 Purpose and need.
The statement shall briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action.

Existing Roadway

- Two Lane Roadway
- Some curb/gutter and sidewalk
- Overhead utilities
- Residential, commercial properties, and farmland

Area Population Projections



2030 data based on Governors Office of Planning and Budget projections
2000 data based on information obtained from the U.S. Census Bureau

AARC = Average Annual Rate of Change

Level of Service (LOS)

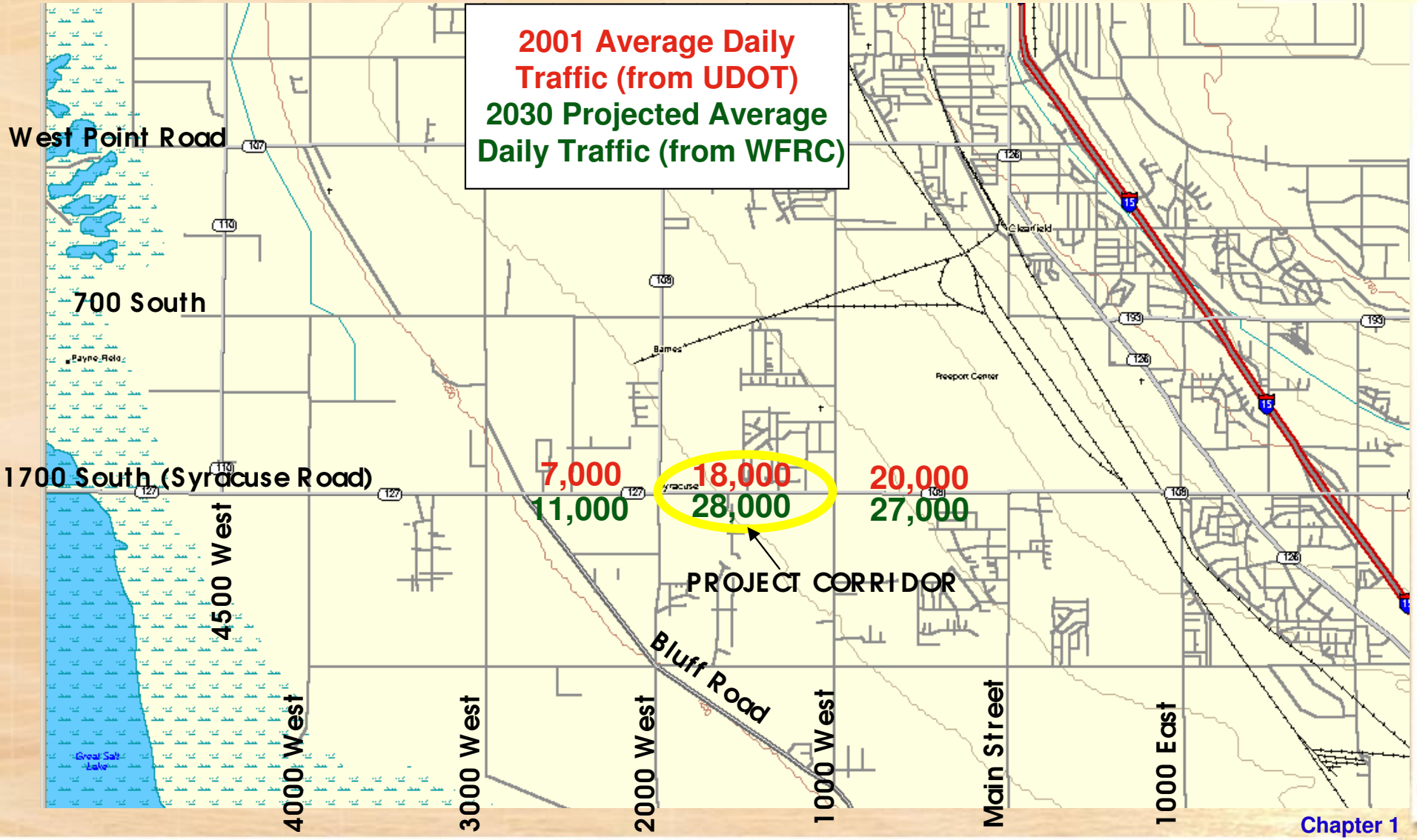
Level of Service (LOS) is a quality measure, generally in terms of such service measures as speed, travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. A given LOS (A,B,C,D,E,F) comprises or describes traffic conditions or values given from the perspective of the facility user.

A	B	C	D	E	F
					
Free-Flow Operations	Reasonably Free-Flow	Stable Operations	Borderline Unstable	Extremely Unstable	Breakdown

Level of Service (LOS)

Level of Service (LOS)	Capacity of 2 Lane Suburban Arterial	Capacity of 3 Lane/TSM Suburban Arterial	Capacity of 5 Lane Suburban Arterial	Capacity of 7 Lane Suburban Arterial
C	9,500	11,500	34,500	45,000
D	**10,500**	**13,000**	**40,000**	**51,000**
E/F	12,500	15,000	46,000	59,000

Traffic Volumes



Development of Alternatives

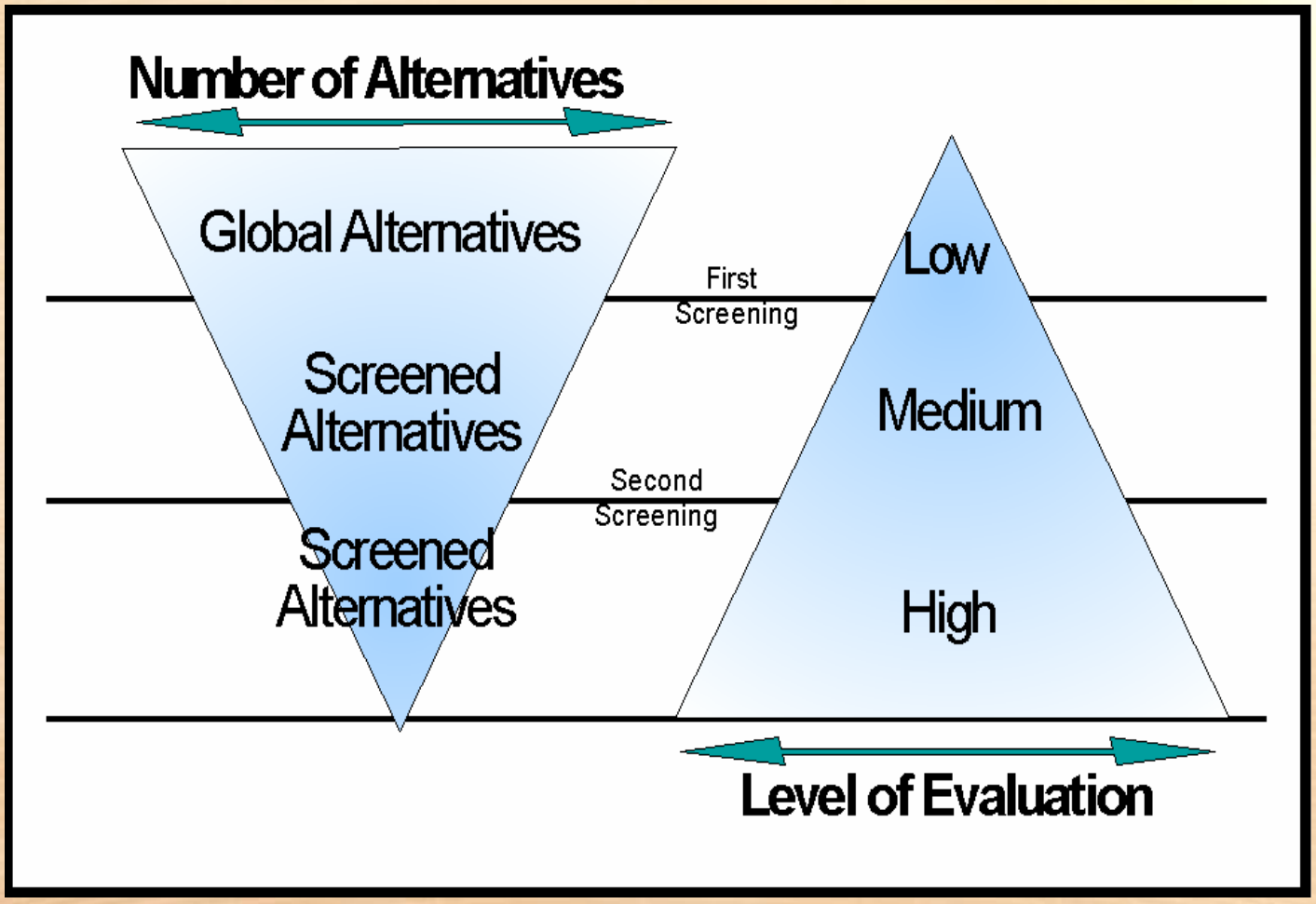
- The EIS shall discuss a range of alternatives, including all “reasonable alternatives” under consideration and those “other alternatives” which were eliminated from detailed study.

(23 CFR 771.123(c))

Range of Alternatives

- No-action – normally includes short-term minor restoration types of activities (safety and maintenance improvements, etc.)
- Transportation System Management (TSM) – includes activities which maximize the efficiency of the present system (fringe parking, ridesharing, traffic signal timing optimization, etc.)
- Transportation Demand Management (TDM)- includes efforts to reduce demand to alleviate the need for new construction (ride sharing, transit promotion, staggered or flexible work hours, walking, biking, telecommuting, etc.
- Mass Transit or multi-modal- light rail, bus, pedestrian, bicyclists
- Build Alternatives
  - Improvements of existing highways
    - Syracuse Road
    - Other area roadways
  - New roadway corridor

Alternatives Screening – Level of Effort



Number of Alternatives Vs. Level of Evaluation

Affected Environment

- The EIS will provide a concise description of the existing social, economic, and environmental setting for the area affected by all alternatives presented in the EIS

Potential Environmental Factors

These are impacts most commonly encountered by highway projects. These factors should be discussed for each reasonable alternative where a potential for impact exists

- Land Use
- Farmlands
- Social
- Relocation
- Economic
- Pedestrians/ Bicyclists
- Air Quality
- Noise
- Water Quality
- Permits
- Wetlands
- Wildlife
- Floodplain
- Threatened & Endangered Species
- Historic / Archeological
- Hazardous Waste
- Visual
- Construction

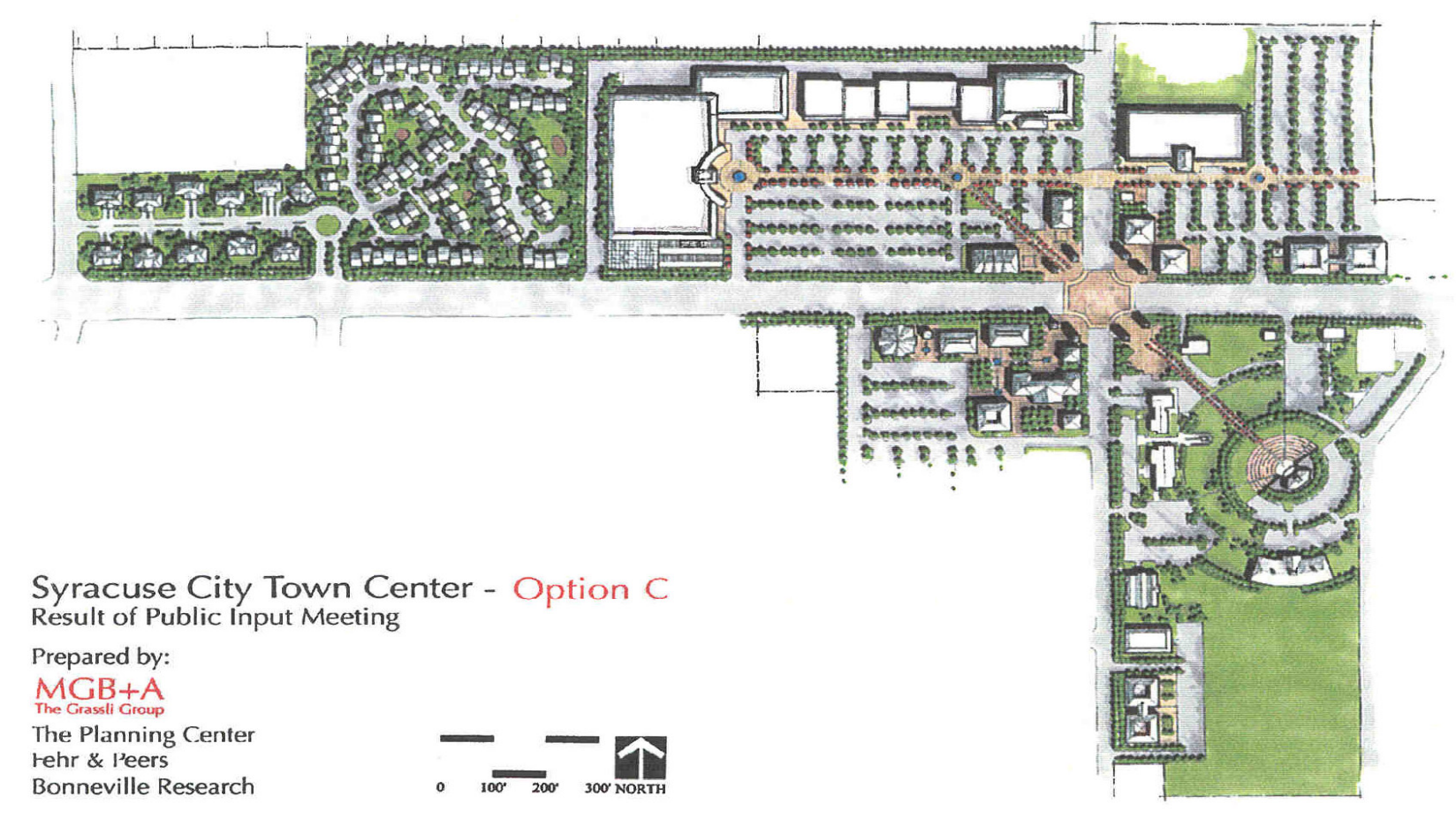
Environmental Consequences

- The EIS will identify the social, economic, and environmental effects of alternatives under consideration and will describe the measures proposed to mitigate adverse impacts

Context Sensitive Solutions

- Address the Transportation Need
- Be an Asset to the Community
- Be Compatible with the Natural and Built Environment

Town Center Master Plan



What Now?

- UDOT
  - Continue Public Involvement
  - Develop alternatives
  - Complete environmental analyses
  - Prepare an EIS
- Public
  - Please fill out a comment sheet from tonight's meeting
  - Watch for additional newsletters and attend upcoming meetings (every four months or so)
  - Attend Public Hearing (early/mid 2005)

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